



**Taunton Municipal Airport Commission
MINUTES OF SPECIAL MEETING**

Revised

November 8, 2021

Commissioners:

Robert Adams - Chairman
Richard Griffith - Vice Chairman
Kenneth Gibson
Jonathan LeMaire
Stephen Rogers
Burton Schriber

Airport Manager

Treasurer/Secretary Dianne Tavares

Meeting called to order at 7:00 P.M.

Roll call taken:

Robert Adams - present
Richard Griffith - present
Ken Gibson - present
Jon LeMaire - present
Steve Rogers - present

2. Special Meeting – Discussion – temporary/permanent airport parking

Bob states the reason for this meeting, we have a little bit of open meeting law and state ethics law that we need to be really careful about.

Ken reads Open Meeting Law defines deliberation.

Deliberation

An oral or written communication through any medium, including electronic mail, between or among a quorum of a public body on any public business within its jurisdiction. Sending a communication with your opinion even if others don't respond would be a deliberation. Deliberation includes Email, Blogs, YouTube, Twitter, Facebook, Skype,

Chat Rooms. Advice: Keep it to yourself until you get to the meeting.

Meeting

A deliberation by a public body with respect to any matter within the body's jurisdiction.

The above represents the author's recollection of the meeting discussed and agreements made. Please notify the author of any errors or omissions within one week of issuance, otherwise this record shall stand as an accurate Representation of the meeting.

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Exceptions: Attendance of a quorum at a public or private gathering (social, training conference), an on-site inspection, a meeting of another public body, a meeting of a MA quasi-judicial board or commission held for the sole purpose of making a decision required in an adjudicatory proceeding, a Town Meeting (but matters should not be deliberated on outside of public view)

As long as the public body does not deliberate.
It is considered a meeting

Exceptions to "Deliberation"

It is ok to communicate outside of a meeting (i.e. use email) to distribute:

- Meeting agenda
- Scheduling information
- Procedural information
- Reports or documents
- Provided "no opinion of a member is expressed"
- This exception is tricky, and has caused recently decided litigation.

Posting Method

- Town Clerk posts notice
 - Must be conspicuously visible to the public at all hours in or on Town Hall.
 - Accessible in the Town Clerk's office
- If not visible 24/7 at Town Hall, then local public body must use AG-prescribed alternative method
 - But must post notice of alternative method so that it is conspicuously visible 24/7 "on or adjacent to the main and handicapped accessible entrances to" Town Hall
- Public bodies can also post under Alternative Method – 940 CMR 2903(2)(b)(1) – Town Website.

Boelter Decision and "Deliberation"

- Boelter V Wayland Bd. Of Selectmen, 2018 decision from Supreme Judicial Court clarified meaning of "deliberation".
- Court held that any circulation of documents containing opinions of members even if there is not back – and – forth, constitutes "deliberation," to which public must be permitted access.
- AG has accordingly amended guidance: members may submit opinions before a meeting to a staff person who is not a member of the public body for compilation. But the compiled opinions can only be circulated to members IF: 1) It is done at

the noticed meeting, or 2) the compiled opinions are also released to the public at the same time (preferably both on website and paper copies in clerk's office)

Public Body

- **This means you:**
 - Every board, commission, committee or subcommittee
 - Created, elected, appointed or otherwise constituted
 - Established to serve a public purpose
 - Including advisory sub-committee (such as search committees)
- **But not** Airport department staff meetings or informal bodies formed to assist staff in the conduct of his/her duties.
- **Frequent Issue:** Any subcommittee (meaning 2 or more people) of a public body is itself a public body that must comply with the Open Meeting Laws.

Bob asks if everyone understands these rules. Also every year the commission gets the Open Public Meeting Laws from Ms. Blackwell which the commissioners are supposed to read and sign. All this is in there. Commissioners also gets state ethics that checks on the commissioners to make sure everything the commission is doing is on the up and up. A commissioner has no power what so ever on the airport. The commission as a body, has all the power on the airport. Individually no. So you cannot walk around and tell someone that they can do or cannot do something. You can take notes and give them to the airport manager. The airport manager is the executive agent for the commission. He is in charge. He polices the airport, he is in charge of the airport. The commission can dictate policy, changes or add policy what they see fit with safety in mind.

What brings the commissioners here is, we had a vote already to address the parking issue on the airport. The airport is not interested in long term parking, having people bringing in trailers and RV's. Actually, FAA came through and cleaned house and took a lot of storage units, trailers, boats and made them leave the airport. They did not allow it. We are maintaining that.

Mr. Wright in reference to his parking has come in and is saying that because it is not in the SOPP's he can do it. The commission has addressed it, we have said no. 72 hours if you come to the airport, take your plane out of the hangar, park your car in the hangar. Or if you have quests they can park in the available space at the end of the hangar as long as it is no more than 72 hours at a time. When Bob spoke with Mr. Wright, he stopped Bob in the airport's main parking lot, he mentioned he was going away for two weeks. Bob told Mr. Wright he could not do that. Bob asked Mr. Wright why he was not leaving his car or truck at his daughter's house as he has mentioned before. Mr. Wright said he could leave it where he wants, he pays, and he has the right.

Bob told him he has the privilege to be at the airport, not a right. Mr. Wright mentioned that he spoke to two commissioners and they said he could. No commissioner has the

right to grant permission, the airport manager can or the commission can make a determination than lets the airport manager know.

Burton asks, if we have voted on this before, that there is no parking allowed then Burton goes with that. The only question that Burton does have is that he notices that there are trailers parked at other hangars for some period of time. Burton does not know if they are parking on a piece of land that they are leasing.

What has been done in the past, when you have purchased a hangar you have exclusive rights to that hangar, the outside of that building is part of the condo association. The inside you have exclusive rights per Bob. When you have an end unit, that is a storage unit that you can store personal belongs. If someone puts a camper in there the commission had no problem with it. If it is taking up space where an aircraft cannot use it that is when FAA had problems. FAA wants to see if there is a hangar that is available for rent or to own they want to see it used for aviation. The determination was made for end units were pretty much what you wanted to use it for as long as it did not interfered with aviation.

Burton is not talking about the associations he is talking about other hangars like maintenance hangars. Burton has seen them with trailers outside. Burton's question is, if they have it close to the building because they are leasing that piece of property, can they leave the trailer there?

Ken has information on that. Jim Gotovich was Kenny's mechanic for a while. Mr. Gotovich used to have a boxed trailer that he kept parts and stuff in. FAA came down and told Mr. Gotovich he could not keep it there, he had to move it. The determination back then was even if outside and it is on your leased space they do not consider that aviation storage setup. Ken thinks this is where this all started to shake down. Boats were there for a while, RV's were there for a while, and the plumbers had a plow truck there with flat tires.

Per Bob, when we have emails sent out, for information purposes amongst ourselves, there should not be anyone other than commissioners on it. No one else should be CC'd on it. That changes things on a different level. Be aware of that going forward.

We have talked extensively on this before, Ken has no problem with temporary parking. Ken thinks most everyone abides by the rules. Every once and awhile if we don't keep this policed things trickle in. That is the airport manager's job to identify it and bring it up to the commission and to notify the people if they don't follow along. The facts are Mr. Wright told you the vehicle would be there for two weeks. We are not in the parking business. Ken knows some of this information. He also had a conversation with Mr. Wright. The conversation was about specifically where he was parking. That whole separation was a fire lane separation. Mr. Wright argued that it was not. Ken saw a picture of his truck. It was parked right in the middle of the hangar separation, no one could pass through. Ken believes temporary should be 72 hours. 72 hours is a weekend

or a couple of days. If you are going flying it goes into your hangar so it is not in anyone's way.

If Dick remembers correctly, he thought that it was agreed upon if Mr. Wright was going to go away for a period of time, he would park it in the field adjacent to the hangar. Also he was going to notify the manager's office. If it was going to be less than 72 hours park it next to his hangar, longer than that it would be in the field next to the complex.

Burton – Behind Gotovich hangar.

Per Dick the manager's office never received a phone call.

That was what Steve was going to ask about as well. Steve knows that our parking lot is torn up. Steve was wondering if there was an alternative area where people may be able to do that on a longer basis. It certainly should not be in a fire lane.

Steve, we are not a parking facility. So the fact that right now, which everyone knows that construction is going on. We do have it in the SOPP's that parking is \$1.00 per day in our parking lot. Right now that option is not there. We are not obligated to do that. Ken does not feel that just because we don't have parking, that the airport needs to accommodate. It is a short term problem.

Burton feels at this time everyone needs to be flexible because the parking lot is torn up.

Per Bob, there are other places in the city to park. It does not have to be at the airport if you are not even using your plane to fly. You could park inside your hangar.

Jon tells Dick that he is correct about the agreement with Mr. Wright that he had with Jan. It was exactly that. If he was going to stay more than a temporary period that he was going to be in touch with Jan. The spot because of the construction was agreed upon to be behind Gotovich's hangar.

Per Burton, Mr. Wright did that once.

Ken asks why then did Mr. Wright park between the hangars this time. Does anyone have any answers?

Dick replies that he never called the office to let the airport know where he was parking or call the phone number in case of an emergency. Dick learned about this second hand.

Per Bob, Mr. Wright was told that Jan was no longer the manager and that Mr. Griffith was interim airport manager. Mr. Wright was told that by Bob in the parking lot.

Dick had a meeting with Jan and Mr. Wright together in the conference room. Jon replies he was there too, it was April 9th.

Ken asks why we are even having this conversation if Mr. Wright knew this. Like Jon said if he understood, if that was the agreement that he was to put the vehicle over there, then why was the vehicle parked where it should not be.

Burton mentions the time Mr. Wright parked his trailer there, Mr. Wright mentioned that this was what was agreed upon. Mr. Wright asked Burton if he had an issue with this. Burton mentioned that it was fine with him. It was out of Burton's way, parking between the buildings does cause a problem. Burton does go back and forth because he has a hangar on each side. Burton is moving stuff sometimes so when a vehicle is there he has to go round the hangars.

Dick replies it is a fire lane too, and that is a problem in case of an emergency.

Ken does not think that this should be very complicated. There is no reason to make easy hard. We do not do permanent parking, actually Ken should correct that. The previous management had an agreement for that area. Let's be clear that area is still leasable land. You can put a hangar there. Ken thinks with construction going on right now, obviously we are limited with space. We have SOPP's in place that when our parking lot is back there is a price for long term setup. There is clarity, the FAA passed down to the airport that they shake down the airport every once and awhile, they come through and toss everything out. If we can keep everything on a fluid motion, you put the vehicle here, you do it for a week, a week and half, two weeks later, and if you are seeing the same vehicle and the same stuff and it is becoming a problem this should not be a conversation we should have. If there are longer term things that warrant it staying that should be communicated with the manager first. If they ok it at the present time, just because it was in the past it doesn't mean it is ok to do it in the future. At the present time Ken thinks this should be the process going forward. Ken would love to emphasize the word temporary. Because if you don't do the temporary that is how things start to build up. We have a lot of grounds people that have turned the airport around and made the airport look pristine and that is the way we want to keep it.

Bob asks if any of the commissioners see the need for change to what the commissioners have already put in place.

Burton replies that 72 hours is a valid number. Any period longer than that, it should be in the hangar, or someplace else.

Ken asks if the 72 hours was in the SOPP's or a time limit.

Per Jon that was the last thing that needed to be discussed. It was decided that it needed to be discussed with the entire commission. We were not going to define temporary unless it was amongst the commission.

Ken thinks this is a good thing we talked about now then. Ken has already said what his opinion is. 72 hours or less, that his opinion.

Dick agrees with Ken.

Personally Jon is not really here to discuss this. What Chuck Wright did, Jon had no idea what he was doing. Jon had no idea that he spoke with Commissioner Adams. Jon is here to talk about the email he received from Chairman Adams. It is complete diatribe. November 2, which is a Tuesday, apparently Chairman Adams had a conversation or a dispute with Chuck Wright. Was that the end of October? Jon asks when Bob had the conversation or dispute with Chuck Wright was Friday, October 29th.

Bob replies the Friday before he went to Canada.

Jon had no idea of any of these conversations. On November 2, Jon received an email from Chuck Wright. Actually it was addressed to the airport manager and copied to Jon. It said just letting you know, he has gone up to Canada for a couple of days have parked the truck at the airport. He had left his keys with someone if it needs to be moved for some emergency but just letting you know as we previously agreed on. That previously agreed on was certainly directed at the airport manager. Jon had not heard from Chuck since April. Jon opened that email at 1:30 that day and told Chuck "Thanks Chuck, shouldn't be an issue. Safe travels." We have discussed the definition of temporary and where it was ok to park. What do you see wrong with what Chuck Wright did, if you were in Jon shoes what did Chuck Wright do wrong.

He did not notify us and get permission are the two different things is Bob's reply.

What he told Bob verbally was he was going to Canada for two weeks. This is all about Jon being accused of giving Chuck Wright permission to leave his vehicle there. If you received this email what would you find wrong with it Jon asks.

Bob's reply is to refer it to the airport manager.

Steve - It is directed to the airport manager and directed to Jon as well, Steve is not sure why it is directed to Jon.

That is actually what Ken was going to say. If you ask what is wrong, Chuck Wright sent it to the airport manager and then to you. Like you said, down in his letter he mentions as we discussed. We is the inclusive. If we had the we looking at this email without knowing anything else Ken would look at the we as the airport manager and Jon LeMaire. That is the only thing Ken would say that Chuck Wright did wrong. He sent it to your commissioner email, why didn't he put all of the commissioners.

He had an agreement with the manager to keep him in the loop with what he was doing per Jon. Jon is assuming Chuck Wright copied Jon because Jon sat in on the meeting Chuck Wright had with the manager as did Dick.

Ken replies, if he copied you it would have been on a CC. It is directed to you (Jon) because that is the too. It is directed to the airport manager and you from Chuck Wright there is no CC.

Per Jon, same difference in his opinion.

If you ask this question, that is what Ken sees wrong.

If you CC that means for info only replies Burton. If you are saying to airport manager and Jon LeMaire that is different.

It is the same difference to Jon, it would have gotten to him either way and he would have replied. So besides this a couple of days we have determined is temporary, parking his truck at the airport. Jon does not know, he is assuming it is next to his hangar. Jon does not have a problem with that for a couple of days. The airport manager did not reply that Jon is aware of, the airport manager did not call him that Jon is aware of so for Jon he is fat dumb and happy. Now the next day, Jon receives an email, at 11:46 November 3rd. It has been brought to my attention that a tenant Chuck Wright has circumvented the airport manager's office and purposely parked his vehicle in between Crosswinds hangars for an unauthorized amount of time as he travels to Canada. Jon had no idea that he spoke with Bob Adams. Furthermore the email I have shown Commissioner Jon LeMaire has given Mr. Wright the permission to do so. Jon is saying that he did not give consent to do anything. Particularly because Chuck Wright did not ask for Jon's consent. Chuck Wright had already done it. This is a statement, past tense statement. Jon did not consent to anything. So that is a false statement.

So in his letter that he sent, Chuck Wright said two commissioners gave him permission. If it was not Jon, who was the other commissioner Bob asks.

Jon asks two commissioners, what letter is Bob talking about.

Bob replies the letter from Chuck Wright. Chuck Wright mentioned in his letter that two commissioners gave him permission to park there.

This is all about being accused of doing something Jon did not do on a public forum. Jon goes on in the letter. You go into this - I'll start from the top so you want to remind all commissioners that your powers to implement any policy solely lie with the commission as a whole. Individually your vote equates to zero. Jon has no idea why Bob is saying this. Obviously Bob thinks that Jon gave Chuck Wright permission. Jon did not give anyone permission. This is the law it will be followed as such. Secondly the day to day operations of the airport including exercising the policies and procedures in place lie specifically with the airport manager's office. Actually. Jon asks why the commissioners are even here disgusting any of this. Why isn't the airport manager dealing with this?

Chairman Adams briefly describes his interaction with Chuck. No details nothing. Jon had no idea that he was not flying his personal aircraft, and was taking a commercial flight.

Per Bob, Chuck Wright has to go directly to the manager and discuss this with the manager, get permission. Not just notify. We already as a commission made the determination that the airport is not doing long term parking. All the commissioners have to get this straight we do not give permission to anybody. It is not the commissioner's jurisdiction. If he was going to put a commissioner on it, it should have been the whole commission or at least the Chair or the Vice Chair. Then that could have been shared with the whole commission. What we are trying to do is establish that no one goes left field and makes a determination on their own. The commission is a body we have all the power on the airport all of us together. Not one individual ever.

Per Jon, nowhere in this chain of emails did he give permission to anyone to do anything. It is basic reading comprehension. Chuck Wright did not ask Jon permission for anything. It is a statement. A past tense statement of something that he already did. To Jon, it went with the agreement he had with Jan while Jon and Dick were there.

Ken wants to know what if Jon never responded would Chuck Wright still have done it. Your thing with Chuck should not be an issue. Your right you did not give him permission. However it could be interpreted well Jon responded, Chuck Wright could interrupt this as he responded he was going to put it there. What this is about is a tenant circumventing, circumnavigating the setup to do whatever it may be. It should have been sent to the airport manager, as you said you and Dick made the agreement. If the airport manager never responded we should not be sitting here right now. Now that we have other information, other emails, other conversations that happened this is where this spider web went. No matter what the commissioners need to protect themselves. Ken does not want to be called by state ethics. You can see where this interpretation can go. It comes back to Chuck Wright circumventing the commission.

Burton thinks the error was that Chuck Wright instead of the whole commission he put the email to Jon. He wrote it to the airport manager but he included it to Jon. Which means he is letting you know. So that is a problem. Email etiquette or whatever, maybe Chuck Wright is not aware of it. Chuck Wright put you as to. He is letting the airport manager know why he choose to send it to Jon also Burton has no idea. But he did not send it to anyone else. Burton thinks that this is a problem.

Steve replies he emails Jon without having a conversation with Jon. It leaves you to believe Jon gave Chuck Wright permission.

Jon replies it is basically comprehension.

Dick was having problems getting the email set up at the time. Dick thought the agreement was that Chuck Wright was he was going to call the office and leave a

message. Dick would have got the message had he called in. Chuck Wright had already parked the vehicle and started sending emails afterwards.

On the other point that Burton wants to bring up is that if he got this email, Burton would have contacted Chuck Wright and ask why he was sending him this email that would be Burton's question.

Jon can answer why it was sent to him. It was because he sat with Jan, Dick and Chuck for two hours hammering out their differences. Chuck Wright felt, why he did not include Dick as well, maybe he knew Dick was the manager and Jan was gone. Jon does not know. Why Chuck Wright would not have included Dick as well, you have to ask Chuck.

Again Burton replies, he looks at this email the first thing that Burton would be doing is calling Chuck Wright or sending a message why did you send this to me. Burton would not have said no problem. That is where the problem is. Burton would have said to Chuck, why are you sending this to me?

Which is why Ken gets it. Ken thinks there is a major disconnect. We need to pay attention to this. Ken is not interested as a group in tolerating this. Ken thinks that with communications, we need to make sure, even if it does come in it is simple enough to cc a minimum, the chair or vice chair. We have all our emails now to include everyone immediately then the chain of communication is not broken and we are not sitting here talking and finding all the facts now.

From Burton's experience when you are dealing with emails, a lot of people don't know how to handle it correctly. This is one of those situations where Chuck Wright arbitrarily for whatever reason Chuck Wright sent it to the airport manager and to Jon too. Again what Burton would have done was not to have responded to it or would have got in touched with Chuck somehow and question Chuck why he is sending this to me.

You have to look at what Chuck Wright is doing. There is no violation. Any procedure, policy at all. So when Jon received it and read it, he is not doing anything wrong. If he had told Jon that he was going to leave his vehicle for three weeks I would certainly say, per our discussion you might want to get in touch with the manager. What Jon is reading here, on page two, he does not need to tell anybody.

That is the problem. He told Jon this, he told Bob something else replies Ken. That is why this all came about. If Chuck Wright had not told Bob he was going for two weeks we would not be having this conversation. That is the point. Chuck Wright told two different things to two or three different people. It is not just because of this letter you are seeing here. Now we are finding out he did this even before he told you this. Chuck Wright pulled all this. If someone does that same thing, the policy is in place not to have this.

That is all correct. Jon's issue is that Chairman Adams accused Jon of doing something on a public forum. That is Jon's issue.

Bob replies that is Jon's interpretation of it. Bob is making it clear to everybody. No single commissioner has the power to step up and do something on their own. If Bob hurt Jon's feeling Bob apologizes that was not his intent. Bob is not singling Jon out. Chuck has a second letter out there. This letter is saying that two commissioner gave him permission. Chuck Wright told Bob in the parking lot that he was going for two weeks. Bob told Chuck Wright no you cannot do that. The commission has already made a determination on that. So when Bob received this email, and he sees the truck down there, then Chuck Wright mentions he left the keys. He left the keys with who. There was no name there. Who was the airport to get in touch with if there was an emergency to move the truck? Did he give that information to Jon?

Jon replies Chuck Wright's phone number is right there.

Bob replies that is his phone number, Chuck Wright is in Canada. Who do we get in touch with to move the vehicle?

Jon replies so. Call that phone number

Bob replies all this information should have been relayed to the airport manager for them to have on file. This email only went to Jon. There should have been a lot more questions asked. They circumvent the commission, they play us and this is what happens.

Jon is not done talking about this. Bob is not admitting that he blamed and accused Jon of giving Chuck Wright permission. Jon is pretty sure everyone on the commission right now agrees that there was no permission granted on Jon behalf. You say you are not singling Jon out, it states Commissioner Jon LeMaire has given Chuck Wright permission to do so. That is as singling out as you can do.

Bob replies that this is what Jon just did. Jon said that it should not be a problem.

Again Jon replies that is not giving permission.

Bob replies that Chuck Wright took it as permission.

Ken does not think this conversation needs to be elevated. The fact of the matter is there seems to be disconnect in the communication. We are seating here now which is what we have to do because in a public body because we are public commissioners we have to talk about these issues. The fact is yes there are interpretations that happen if it is not clearly spelled out. Just like the commissioners talked about. What can we do going forward.

What Burton has learned, that before you hit that send or enter button, you need to be reviewing that email and think about it before you hit that send button. Once you hit the send button it is done. Right or wrong Jon, Burton has to be fair, you wrote should not

be an issue. Burton personally, he would have questioned why he sent it to the airport manager and then sent it to you. The second thing was I would have thought about what I would do before I hit the send button. To be fair Jon it looks like you said to Chuck it should not be an issue, and that caused the problem.

Jon sees Burton's point. Jon doesn't know why Chuck sent the email to him, maybe it was because Jon sat in on the meetings. Jon always before he hits send double, triple read all of his emails. Take Chuck out of this, Rich Mileika sent you an email, the airport manager and Burton, just letting you know that I am parking my truck on the side of the hangar and I am going up to Maine for two days. Is there anything wrong with that?

Burton replies yes there is. Burton is just an owner of a hangar at Crosswinds. I am not the president, Rich Mileika is. The question would be why you are sending this to Burton. Mileika is the president of the association and he is the one that needs to handle all of the association members. If someone sends Burton an email that is going to Rich Mileika and also to Burton, Burton would be asking why is he sending me this.

Jon replies courtesy, what Chuck Wright is saying he is doing everyone does it. Everyone parks alongside of their hangar and leaves for a few days. It is not everyone but to Jon it is very common. This does not set up an alarm what so ever. Why should Jon assume why he is doing it. It happens all the time. There is no policy or procedure or violation in this what so ever. Jon views this as a common courtesy.

Dick replies that all of this would have been averted if he called the office he would have gotten the airport manager cell phone number. That would have avoided everything.

Steve did not know that Jon was in the meeting with Chuck Wright. So the commissioners receiving this email, they had no idea what has transpired. So the commissioners look at the email and ask why it was directed to Jon and not to the commission as a whole. No fault to Jon, that is just on the commission side.

Burton agrees with Kenny and Bob, Chuck Wright wants to circumvent the system.

Jon is not here to defend Chuck Wright, he is here defending himself, his integrity, and his reputation that is all Jon is here for.

Ken agrees, personally he does not see any problem with this. Jon has great integrity. Ken thinks the whole gist of the meeting, is more instead of it people looking at it as an attack, make sure before you send anything out these are the open laws that you abide by. We have sat here and talked for an hour now we find out more information, that if we all had it collectively, we might have had a different thought process on it. Like Jon pointed out. Bob had the communication with Chuck a few days before all of this happen. So Chuck told Bob he was parking there for over two weeks. He did not tell Jon this, he told Jon a couple of days. Bob told Chuck he could not do it, the commission had already decided he could not do that. There should not have been an email that came across. To your point then. If Chuck was only going to be parking there for a

couple of days, why did he feel he had to send Jon an email, or send us an email. He should never have sent it. It would not have been necessary. Now again what Ken has said Chuck's truck was not even parked to the side to allow you to pass through. It was blocked in the middle and was blocking our access. The truck is gone. The policy we need to come back to, is what that temporary policy is. But the open meeting laws and what we are all talking about is what everyone should be taking to heart. As long as you are sitting in this position make sure you follow along on these things. Ken does not think anyone is devious. Ken does not want to be in the Chairman's position because you're attacked for that.

Steve tells Jon that Bob did apologize in his last statement if Jon did misinterpret it. You see it from your side we are trying to explain it for the commissioner's side. It was not known that you sat on a meeting with Chuck before. The commission had no knowledge of it. Steve is a very fair straight shooter, if you look at this from both sides, Steve sees Jon's point of view, and he sees our point of view. No one did it intentionally to hurt Jon LeMaire. Steve has had a lot of personal conversations with everyone on the board except Burton, Steve has never heard anyone say anything bad about Jon. No one is trying to say that Jon is trying to do something wrong. But if you read this, with the knowledge that Jon has, you look at it and say why is Chuck directing this to Jon LeMaire, did Jon give permission that would be your first thought.

If Jon was the Chairman, supposedly the leader of this commission, I would have picked up the phone and called Jon LeMaire, and say hey what is going on here rather than put it out on a public forum. This is public knowledge now. Anyone can read this. Jon is not here defending Chuck Wright, at all.

Per Bob, we are not changing the policy. So there is no motion to be made. We are not interested in long term parking and vehicles outside the airport coming in. Trailers, storage units. Bob asks if everyone is all in favor of this.

Per Ken, it has already been established. Call the airport manager who ever that person is.

9. Motion to adjourn

Motion to adjourn - Bob

Dick seconded

Next Regularly Scheduled Meeting: November 17, 2021 at 7:00 p.m. in the Taunton City Council Chambers, 15 Summer Street, Taunton, Massachusetts 02780.

Individuals with disabilities, who require assistance or special arrangements

To attend, please contact the Airport Manager at 508-821-2973. We request that you provide a 48-hour notice so that the proper arrangements may be made.